

**WHAT IS CLAIMED IS:**

1. A vehicle which includes a hydraulic power transmission device, comprising:
  - a front cover of the hydraulic power transmission device;
  - a first oil chamber and a second oil chamber to and from each of which predetermined hydraulic pressure is provided, and each of which is in the hydraulic power transmission device;
  - a lock-up clutch which is configured to directly connect an input side and an output side of the hydraulic power transmission device when the lock-up clutch and the front cover are placed in contact with each other according to a hydraulic pressure difference between the first oil chamber and the second oil chamber, and
  - a lock-up clutch control portion which controls engagement force of the lock-up clutch with respect to the front cover by changing pressing force that presses the lock-up clutch to the front cover, the pressing force being changed by changing the hydraulic pressure difference;

wherein the lock-up clutch is in contact with the front cover due to predetermined pressing force when the hydraulic pressure difference is substantially zero.
2. The vehicle according to claim 1, the predetermined pressing force when the hydraulic pressure difference is substantially zero corresponds to a slip state of the lock-up clutch.
3. The vehicle according to claim 1, wherein
  - the second oil chamber is positioned between the front cover and the lock-up clutch, the first oil chamber is positioned so as to be opposed to the second oil chamber with the lock-up clutch being therebetween, and the hydraulic pressure difference is obtained by subtracting the hydraulic pressure in the second oil chamber from the hydraulic pressure in the first oil chamber; and
  - the lock-up clutch control portion places the lock-up clutch in contact with the front cover using predetermined pressing force even when the hydraulic pressure difference is a predetermined negative value.
4. The vehicle according to claim 3, the predetermined pressing force when the hydraulic pressure difference is the predetermined negative value corresponds to a slip state of the lock-up clutch.

5. The vehicle according to claim 1, wherein

the second oil chamber is positioned between the front cover and the lock-up clutch, and the first oil chamber is positioned so as to be opposed to the second oil chamber with the lock-up clutch being therebetween; and

the lock-up clutch control portion increases the pressing force by increasing a hydraulic pressure that is provided to the first oil chamber, and decreasing the pressing force by increasing a hydraulic pressure that is supplied to the second oil chamber.

6. The vehicle according to claim 1, further comprising:

shifting control portion which controls shifting by switching between an engagement state and a disengagement state of a frictional engagement device in an automatic transmission to which output torque of an engine is input, the shifting control portion placing the automatic transmission in a neutral state by causing the frictional engagement device to be semi-engaged or to be disengaged when a rotational speed of the engine is equal to or lower than a predetermined rotational speed while the vehicle is stopped.